

# The Hongkong Telegraph.

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TUESDAY, NOVEMBER 1, 1910.

二拜禮

號一月一十英港香

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SINGLE COPY 10 CENTS

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$1,000,000  
RESERVE FUNDS \$1,000,000  
1887-1890 \$1,000,000  
1891-1895 \$1,000,000  
1896-1900 \$1,000,000  
1901-1905 \$1,000,000  
1906-1910 \$1,000,000  
RESERVE LIABILITY OF PROFTORS \$1,000,000

COURT OF DIRECTORS:  
G. Balloch, Esq., Chairman.  
Robert Shaw, Esq., Deputy Chairman.  
F. H. Armstrong, Esq., S. A. Levy, Esq.  
Andrew Forbes, Esq., F. Lieb, Esq.  
G. Friedland, Esq., W. Logan, Esq.  
Hon. Mr. Henry Keswick, G. H. Medhurst, Esq.  
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CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.

MANAGER:  
Shanghai—H. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

On Fixed Deposits:

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB, Acting Chief Manager.

Hongkong, 28th September, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1818.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,000,000

RESERVE FUND \$1,000,000

RESERVE LIABILITY OF PROFTORS \$1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT

at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.

For 6 months, 3 per cent.

For 3 months, 2 1/2 per cent.

WM. DICKSON, Manager.

Hongkong, 28th April, 1910.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS Yen 10,000,000

Head Office—YOKOHAMA.

Branches and Agents:

TOKIO, HANKOW, KOBÉ, TIENSIN, OSAKA, PEKIN, NAGASAKI, NEWHONGKONG, LONDON, DALNY, LYONS, PORT ARTHUR, NEW YORK, ANTON, SAN FRANCISCO, LIOVANG, HONOLULU, MOKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

On Fixed deposit:

For 12 months, 4 per cent.

For 6 months, 3 per cent.

For 3 months, 2 1/2 per cent.

TAKAO TAKAMIGI, Manager.

Hongkong, 27th September, 1910.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP \$5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Teikoku, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Königliche Seehandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Reichsroder, Berliner Handels-Gesellschaft, Bank für Handel und Industrie, Robert Warshawsky & Co., Metallbank & Co., M. & W. Rothschild & Soehne, Frankfurt a/M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim & Co., Köln, Bayerische Hypothek und Wechselbank, München.

LONDON BANKERS:

Messrs. J. M. ROBINSON & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT.

DEPOSITS received on terms which may be found on application. Every description of Banking and Exchange business transacted.

J. KULLMANN, Acting Manager.

Hongkong, 27th March, 1910.

## Banks.

### HONGKONG SAVINGS BANK.

THE Business of the above Banks conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST: Deposits allowed at 1 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB, Acting Chief Manager.

Hongkong, 18th July, 1910.

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$3,000,000

RESERVE FUND Gold \$3,000,000

Gold \$6,000,000

(about \$1,500,000.)

HEAD OFFICE—60, Wall Street, New York.

LONDON OFFICE—Threadneedle House, E.C.

LONDON BANKERS:

BANK OF ENGLAND, NATIONAL PROVISIONAL BANK OF ENGLAND, LTD., THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on the daily balance and accepts Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.

For 6 months 3 per cent. per annum.

For 3 months 2 1/2 per cent. per annum.

N. S. MARSHALL, Manager.

No. 9, Queen's Road Central.

Hongkong, 26th September, 1910.

## Insurance

### CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.

G. Stephenson, Esq., Lee Yung Su, Esq., J. H. McMichael, Esq., G. R. Burkill, Esq., J. A. Waile, Esq., Managing Director.

A. J. Hughes, Esq., Secretary.

S. B. Nell, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force \$37,855,885.00

Assets \$41,150,000.00

Income for Year \$5,559,590.00

Insurance Fund \$2,108,813.00

LEFFERTS KNOX, Esq., Hongkong, District Manager.

B. W. TAYLOR, Esq., Canton, Macao and the Philippines, District Secretary.

ALEXANDRA BUILDING.

O. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., G.M.G., T. F. Hough, Esq., O. J. Laurens, Esq.

Hongkong, 16th July, 1910.

## Hotels.

### ORIENTAL HOTEL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly renovated and extensively enlarged and is now luxuriously furnished and up-to-date in every respect.

Situated in the most central position, Large and airy Rooms, Hot, Cold, and Shower Baths, Gas and Electric Lights and Fans, Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms.

ENTIRELY UNDER EUROPEAN SUPERVISION, Sanitary Arrangements of the latest, HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Time and Dinner. Special Rates for married families on application to

J. H. OXBERRY, Manager.

FREDERICK REICHMANN, Late Manager of J. H. Lyons (Trocadero), leading Caterer in London, and

GRAND ORIENTAL HOTEL, SOLOMONS.

Telephone No. 197.

Telegraphic Address "Comber" Hongkong.

Hongkong, 1st September, 1910.

## Ships.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.

DELTA About 11th Nov. Freight and Passage.

SHANGHAI Arcadia Capt. S. Darnham Noon. See Special Advertisements.

LONDON, &c., via small Ports. Arcadia Capt. S. Darnham Noon. See Special Advertisements.

SHANGHAI, MOJI, KOBE (BYRON) and YOKOHAMA. Capt. H. N. Rivers, R.M.S. About 16th Nov. Freight only.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 31st October, 1910.

## Estimations.

### LANE, CRAWFORD & CO.

### TYPEWRITERS.

SAVE 30 per cent.

BY USING

### GRADYZED REBUILT TYPEWRITERS.

OLIVER No. 3 \$165

REMINGTON No. 7 \$220

MONARCH No. 2 \$240

CALL AND SEE THEM.

LANE, CRAWFORD & CO.

### KUPPER PILSENER BEER.

THE LONG BOTTLE WITH THE LONGEST REPUTATION.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

Established 1864.

Hongkong, 24th October, 1910.

## Hotels.

### WEISMANN'S BREAD.

ABSOLUTELY PURE AND WHOLESOME.

Hongkong, 21st October, 1910.

### HOTEL CRAIGIEBURN.

Plumet's Gap, the Peak, near the Tram Terminus Tel. 16.

For Terms, &c., apply to the

MANAGER

Hongkong, 1st July, 1910.

## Shipping—Steamers

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

HONGKONG TO CANTON: CANTON TO HONGKONG: HONGKONG TO CANTON: CANTON TO HONGKONG:

MONDAY, 24th October. THURSDAY, 27th October.

8.00 A.M. HONGKONG 8.00 A.M. HONGKONG

10.00 P.M. KINSHAN 10.00 P.M. KINSHAN

TUESDAY, 25th October. FRIDAY, 28th October.

8.00 A.M. HONGKONG 8.00 A.M. HONGKONG

10.00 P.M. KINSHAN 10.00 P.M. KINSHAN

WEDNESDAY, 26th October. SATURDAY, 29th October.

8.00 A.M. HONGKONG 8.00 A.M. HONGKONG

10.00 P.M. KINSHAN 10.00 P.M. KINSHAN

SUNDAY, 30th October.

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,365 Tons and "SUI-AN" 1,365 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

#### EXCURSIONS TO MACAO.

On SUNDAY, the 6TH NOVEMBER, 1910.

The Company's Steamship "SUI-AN," will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 4 P.M.

#### FARES:

1st Class Return \$3, Single \$1.50. 2nd Class Return \$1.00, Single 60 cts.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further Particulars may be obtained at the Office of the Company.

#### CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

#### JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### CANTON-WUZHOU LINE.

S.S. "SAINAN" 588 Tons, and "YANNING" 588 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "LINTAN" and "SANG." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Further particulars may be obtained at the Office of the—

#### HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (FIRST FLOOR), opposite the Blake Pier.

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES, Manager.

Hongkong, 5th February, 1909.

### ASTOR HOUSE.

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely new Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor.

N. BEUMENTHAL, Manager.

Telephone, 190.

Telegrams "Astoria."

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### THE "REMINGTON" TYPEWRITER.



It is not the cheapest when purchased, but it is the cheapest in the long run, as it is proved by the fact that the number of Remingtons sold annually is really greater than that of any other make. It is always been and is today the recognized leader among writing machines. It does the best work and keeps going for the longest time.

CAUTION.—Beware of skilfully renovated old Remingtons, sometimes put up in original packing, which are on the market just now. They are offered at low prices and appear new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON

STEWART & CO.

(Mackay's Lane)



Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL ON

NAPLES, GENOA, ALGERS, "YORCK" (T. 17,000) WEDNESDAY, GIBRALTAR, SOUTHAMPTON, Capt. J. Randemann ..... and Nov. at Noon. ANTWERP and HAMBURG .....

SHANGHAI, NAGASAKI, KOBE "LUTZOW" (T. 17,300) About WEDNESDAY, and YOKOHAMA Capt. J. Willgelm ..... 2nd November.

MANILA, YAP, MARONN, NEW- "PRINZ WALDEMAR" SATURDAY, GUINEA, BRISBANE, SYD. Capt. F. Isacke (T. 6,700) 5th Nov., Daylight. NEY and MELBOURNE .....

YOKOHAMA and KOBE "PRINZ SIGISMUND" About TUESDAY, Capt. D. Lenz (T. 6,000) 5th November.

KUDAT and SANDAKAN "BORNEO" (T. 5,050) End of November. Capt. F. Sembill .....

All the steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG.

(Hongkong, 27th October, 1910.)

Intimations.

LIFE WITHOUT HEALTH IS LIVING DEATH. VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, tic or neuralgia, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, hesitating dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, backache, bearing down sensations, wasting diseases, consumption, night sweats, muddy, high-colored water, etc., are all so many different phases of brain and nerve weakness and exhaustion, the cause of by far the greater portion of the misery, ill-health, and despondency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. It gives tone to the exhausted nerves, stimulates all weakening wasting discharges, restores the failing energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO MEDICINE

Nothing like it, nor can its marvellous properties ever be equalled in any other medicine. It is a blood purifier, and its action is to cleanse the blood from all impurities, and to restore it to its normal state. It is a powerful tonic, and its action is to give tone to the system, and to restore it to its normal state. It is a powerful sedative, and its action is to calm the nerves, and to restore them to their normal state. It is a powerful expectorant, and its action is to loosen the phlegm, and to restore the respiratory system to its normal state. It is a powerful cathartic, and its action is to cleanse the bowels, and to restore them to their normal state. It is a powerful diuretic, and its action is to cleanse the kidneys, and to restore them to their normal state. It is a powerful antiseptic, and its action is to destroy all bacteria, and to restore the system to its normal state. It is a powerful antipyretic, and its action is to reduce all fevers, and to restore the system to its normal state. It is a powerful antispasmodic, and its action is to relieve all spasms, and to restore the system to its normal state. It is a powerful antineuralgic, and its action is to relieve all neuralgias, and to restore the system to its normal state. It is a powerful antirheumatic, and its action is to relieve all rheumatisms, and to restore the system to its normal state. It is a powerful anticonvulsant, and its action is to relieve all convulsions, and to restore the system to its normal state. It is a powerful antiepileptic, and its action is to relieve all epilepsies, and to restore the system to its normal state. It is a powerful anticholic, and its action is to relieve all choleras, and to restore the system to its normal state. It is a powerful antivenereal, and its action is to destroy all venereal diseases, and to restore the system to its normal state. It is a powerful antisyphilitic, and its action is to destroy all syphilis, and to restore the system to its normal state. It is a powerful antitubercular, and its action is to destroy all tuberculosis, and to restore the system to its normal state. It is a powerful antileprosy, and its action is to destroy all leprosy, and to restore the system to its normal state. It is a powerful antiscrofulous, and its action is to destroy all scrofulous diseases, and to restore the system to its normal state. It is a powerful antistomachic, and its action is to relieve all stomachic diseases, and to restore the system to its normal state. It is a powerful antidiabetic, and its action is to relieve all diabetic diseases, and to restore the system to its normal state. It is a powerful antihypertensive, and its action is to relieve all hypertensive diseases, and to restore the system to its normal state. It is a powerful antihemic, and its action is to relieve all hemic diseases, and to restore the system to its normal state. It is a powerful antipneumatic, and its action is to relieve all pneumatic diseases, and to restore the system to its normal state. It is a powerful antiparalytic, and its action is to relieve all paralytic diseases, and to restore the system to its normal state. It is a powerful anticonvulsant, and its action is to relieve all convulsions, and to restore the system to its normal state. It is a powerful antiepileptic, and its action is to relieve all epilepsies, and to restore the system to its normal state. It is a powerful anticholic, and its action is to relieve all choleras, and to restore the system to its normal state. It is a powerful antivenereal, and its action is to destroy all venereal diseases, and to restore the system to its normal state. It is a powerful antisyphilitic, and its action is to destroy all syphilis, and to restore the system to its normal state. It is a powerful antitubercular, and its action is to destroy all tuberculosis, and to restore the system to its normal state. It is a powerful antileprosy, and its action is to destroy all leprosy, and to restore the system to its normal state. It is a powerful antiscrofulous, and its action is to destroy all scrofulous diseases, and to restore the system to its normal state. It is a powerful antistomachic, and its action is to relieve all stomachic diseases, and to restore the system to its normal state. It is a powerful antidiabetic, and its action is to relieve all diabetic diseases, and to restore the system to its normal state. It is a powerful antihypertensive, and its action is to relieve all hypertensive diseases, and to restore the system to its normal state. It is a powerful antihemic, and its action is to relieve all hemic diseases, and to restore the system to its normal state. It is a powerful antipneumatic, and its action is to relieve all pneumatic diseases, and to restore the system to its normal state. It is a powerful antiparalytic, and its action is to relieve all paralytic diseases, and to restore the system to its normal state.

VETARZO REMEDIES ARE SOLD BY BOOT'S, CASH CHEMISTS.

F. BLACKHEAD & Co., SHIPHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAETIK'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GRAY PAINT DAINLER'S PATENT MOTOR LAUNDRY, etc., etc., etc. Sole Agents for FERGUSON'S SPECIAL GRAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, etc.

ALWAYS IN STOCK AT REASONABLE PRICES EVERY KIND OF SHIP'S STORES AND REQUISITES. Week-end, 11th March 1910.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT. GAMES ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Great Port for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK. Gentlemen's Shirts made to order, and Gents' and Ladies' ready-made on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superiority will also be most grateful for any PAPER, or old RAYONS to be made into Books for the Children of the Poor Schools, who are taught by the Sisters. (Hongkong, 2nd April, 1910)

KWONG FUNG YUEN, HEAD OFFICE—No. 83, Des Voeux Road West. TIMBER YARDS—Kensington Town. TIMBER MERCHANTS, FAW MILL OWNERS, AND GENERAL CONTRACTORS TO H.B.M. Naval and Military Authorities.

I HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yucca, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions. Inspection invited to the Yards. Best Terms. Quick delivery. LEUNG TAI, Managing Director. (Hongkong, 20th January, 1910.)

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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 50 cents per quarter. Single Copies, Daily, 10 cents. Weekly, twenty-five cents (for cash only). (PAYABLE IN ADVANCE.) There will be no return to Missionary subscribers as Agents. By Order, THE MANAGER, Hongkong Telegraph Co., Ltd. Hongkong, 22nd December, 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and Watkins.

DRY DOCK DEPARTMENT:—Telephones: Nos. 370, 508, or 681.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length ..... 515 ft.	Docking Length ..... 376 ft.	Docking Length ..... 481 ft.
Width of Entrance ..... 80 "	Width of Entrance ..... 50 "	Width of Entrance ..... 63 "
Water on Blocks ..... 28 "	Water on Blocks ..... 26 "	Water on Blocks ..... 27.5 "

Mooring basin 600 feet x 100 feet x 15 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including all shafts are kept in stock. Two powerful tow bars, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Midrichio Office 533, or 575; Customs Branch Office 1392, Takashimacho Office 291, or 2050; Irifancho Office 2251.

roofs buildings, principally of brick and steel, 358 entrances. 23 buildings are private bonded warehouses. Floor area 73,363 square yards or 1545 acres. Direct water frontage of 2.36 miles in length, part having a depth of 25 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 ton derrick, tows, launches, etc. Customhouse, brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910.



FREE TRIAL.

TRY THE

TYPEWRITER

(VISIBLE)

Cost \$185 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

6, DES VOUEX ROAD.

GREEN ISLAND CEMENT COMPANY

LIMITED.

PORTLAND CEMENT.

In Casks of 875 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO., General Managers.

(Hongkong, 10th April, 1910.)

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

IN D'ARQUIER STREET,

HONGKONG.

Telephone, 1st September, 1910.

TO LET.

21, CONDUIT RD., CLIFTON GARDENS.

1 & 2, BOWEN ROAD, lately occupied as

Artillery Officer's Quarters. Suitable

for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 4, CONNAUGHT ROAD,

1st Floor.

A HOUSE IN WONG-NEI-CHONG ROAD.

OFFICES IN YORK BUILDING.

No. 10, DES VOUEX ROAD CENTRAL,

1st Floor.

SEMI-EUROPEAN FLATS, Praya East

corner of Observation Place. The

Tram stops at the door.

Also NEW EUROPEAN FLATS ad-

joining the new Seaman's Institute,

Praya East.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 8th September, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL,

Victoria Building, Rooms suitable for

Offices.

ONE GODOWN IN MASON'S LANE.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 4th April, 1910.

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVEST-

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Hongkong, 1st July, 1910.

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Dr. M. H. CHAUN,

DENTAL SURGEON,

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Rooms 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 114.

Hongkong, 27th January, 1910.

TRIN TING

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Consultation Free

Hongkong, 10th April, 1910.

THE PORT OF RANGOON.

GREAT RIVER TRAINING WORKS.

The following description of the great works at Rangoon to secure the right bank against erosion is from the Administration Report of the Commissioners for the Port of Rangoon for the year 1909-1910:—

For many years past the continued erosion of the right bank of the river above Rangoon has caused the Port Commissioners grave anxiety. In 1903 the Chairman and Chief Engineer, in a lengthy report on the subject, remarked that unless the latest fair policy hitherto adopted was abandoned, the sinking up of the port was only a matter of time, and he expressed the opinion that the only effective way of dealing with the matter was to build a training wall which would bring the right bank of the river to, approximately, the line of frontage which existed before erosion had taken place. The works now being carried out are the result of this report, and of much subsequent deliberation by various committees of eminent engineers, and were finally designed by the Chairman and Chief Engineer after a tour of inspection of large river works in America and China. The works being executed comprise:—(1) the construction of a training wall 10,000 feet long, in depths varying from 20 to 50 feet of water below low water ordinary spring tides; (2) the dredging of a new channel simultaneously with constructing the wall, the object being—(a) to form a new channel outside the wall, (b) to assist the reclamation of the light inside the wall; (3) the removal of the projecting point known as Mower's Point. The foundation course of the wall is 230 feet wide, and is composed of brushwood mattresses 15 feet by 75 feet by 3 feet thick covered with a thickness of 5 feet of granite rubble. These mattresses are built on pilings, launched, towed to their site, loaded with granite deposited by hand from small barges, and then sunk. Subsequently, steam hopper barges of 1,000 tons capacity dump granite on the mattresses up to the required thickness. On the foundation course thus laid will be built a random rubble half tide training wall, having slopes of 2 to 1 on the outside, and 1 to 1 on the inside. Thereafter, as circumstances may permit, the land inside the wall will be reclaimed and raised to high water mark, a pitched slope protecting the face. The mattress yards, stone jetties, and other temporary works were put in hand in August 1909 and a large contract for brushwood was placed in September 1909. Mattress laying was begun in November 1909 and at the close of the year under review, 13 mattresses had been laid, and 118,561 cubic feet of stone had been deposited, and a preliminary cut had been dredged through the Ablon shoal. The main supply of stone for the training wall is to be obtained from quarries at the island of Kalgout. The opening out of these quarries has been a work of considerable magnitude, attended with many difficulties. The island, situated 135 miles from Rangoon, between Amherst and Ye on the line to Tavoy, and some 5 miles from the mainland, was a desert island in 1909. There was no means of communication; the rainfall exceeded 200 inches in the year, most of which fell in 6 months, so the preliminary works were attended with considerable inconvenience and discomfort. Housing accommodation has now been provided for over 1,000 workmen and 20 officers. Arrangements have been made for a commissariat, police protection, medical attendance, a conservancy system and a water supply. The most modern type of quarrying and blasting machinery has been installed, and a Ligerwood cableway, erected for loading the three 1,000-ton steam hopper barges which convey the stone to Rangoon, has been set to work. The output of stone aimed at is 6,000 tons per week; but up to the present, owing to climatic and other difficulties, this has not been achieved. The best output so far is 4,000 tons a week. The following is the total expenditure on the works up to the 31st March 1910: Rangoon works Rs. 12,90,464 Kalgout quarries, including steam hoppers Rs. 25,08,004; Suction pump dredger and tug Rs. 12,19,550; dredging Rs. 59,757; extra land acquisition and miscellaneous Rs. 1,58,232; total Rs. 32,36,254. The revised estimates required by the Government of India amounting to 134 lakhs, and accompanied by plans and explanatory report were forwarded to the local Government on the 4th December, 1909, and final orders are awaited.

CHINESE SHAMEN.

The question of Chinese v. White crews comes up periodically. It has arisen again in respect of steamers on the Pacific. Captain W. F. Andrews, who writes from Tacoma, states that steamers with white but Chinamen as petty officers, deck hands, and firemen, "pay dollar for dollar to Chinese what they would pay to white men, and carry the same complement as if the crew were white." This statement is rightly challenged by Mr. Wm. Allingham, who points out it does not square with the evidence of American shipowners as set forth in the reports of the hearings before the American Merchant Marine Commission. One of the shipping witnesses before that commission was Mr. Frank T. Waterhouse, Speaking of Trans-Pacific steamers, he said that "the ordinary pay of the Chinese sailor and fireman is \$7 gold per month; of an American fireman \$45 gold per month; of a Chinese steward's assistant \$5 gold per month; of an American steward's assistant \$25 gold per month." Captain Gillick, of the Trans-Pacific steamer *Trinidad*, deposed that his Chinese sailors and firemen received \$6 gold a month, as against \$15 and \$20 which would have to be paid to white men. Moreover, said Captain Gillick, "we feed our Chinese for about \$3 gold per month per man. It would cost us to feed Americans from \$10 to \$20 per month." He carries 35 per cent. more Chinamen than white ships carry; white men employed, Mr. H. P. Schwab, general manager of the Pacific Mail, and other steamship companies, put in comparative statements of the cost of operating several of his ships with an all-white crew, or with white officers and Asiatics. The 1909 per annum with all-white crew, in the 5,000-ton *China*, would be about \$450,000; and with the 11,000-ton *Korea* about \$1,400,000.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

- Signal No.
1. A CONE point upwards indicates a Typhoon to the North of the Colony.
  2. A CONE point upwards and D.U.M. below indicates a Typhoon to the North-East of the Colony.
  3. A DRUM indicates a Typhoon to the East of the Colony.
  4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
  5. A CONE point downwards indicates a Typhoon to the South of the Colony.
  6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
  7. A BALL indicates a Typhoon to the West of the Colony.
  8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 100 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 100 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

1. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 100 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 100 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be exhibited the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock. Aberdeen.  
Waglan. San Xi Wan.  
Stanley. Fat Kong.  
Deep Collinson. Sha Tin Kol.  
Tai Po. Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given by the Observatory, as demanded, by signalmen, or by the following:—

1910 11 1



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## ON THE FRONTIER OF THIBET.

## H. E. CHAO ERH-FUNG'S REFORMS.

## A TRIBUTE BY THE FORMER JUNIOR AMBASSADOR.

H. E. Wen Tsung-yao, former Junior Ambassador of Thibet, who favoured us, as our readers will not doubt remember, with a graphic description some weeks ago, of the 13th lama, has returned to Shanghai from the South, and been kind enough to supplement the information which he gave us in the former interview, with a long and interesting account of the conditions on the frontier between Szechuen and Thibet, and the wonderful transformation which has been wrought in that wide and extensive region since it came under the vigorous administration of H. E. Chao Erh-fung, the High Commissioner of Frontier Affairs (Chi Wen Tachen).

## THE FRONTIER REGION.

The term "frontier" as used in relation to this particular part of the boundary of China, implies not merely a narrow dividing line—in which sense it is usually interpreted—but a stretch of country a thousand miles long and 200 miles wide, approximately, between Tachienlu and Chinghai; separating the jurisdiction of the Viceroy of Szechuen from that of the Amban of Thibet. Over all this extensive region the High Commissioner of Frontier Affairs holds undisputed sway, responsible to no one for his Imperial Master in Peking, and in a minor degree, his brother-in-law, H. E. Chao Erh-fung, the enlightened Viceroy of Szechuen. The High Commissioner of Frontier Affairs and the Amban of Thibet, H. E. Lien Yu, act in complete independence of each other, but both are answerable for their administration to the Viceroy of Szechuen and the Government in Peking. The country over which the High Commissioner rules is an elevated table-land ranging in height from 10,000 feet at Datsang, where H. E. Chao Erh-fung has his yamen, to 15,000 feet at Litang, while Tachienlu, "the gateway of Thibet" as it is termed, is 9,000 feet above the sea-level. The country, which is only now beginning to be developed, was quite wild and desolate when Chao Erh-fung assumed office. There were no roads, no telegraphs, no communication of any kind, and no crops, save a roughly cultivated wheat.

## THE PEOPLE.

About one million in number, were in a condition of the lowest moral degradation and material misery. Polyandry was generally practiced. What women had husbands at all had five or six, brothers as a rule; but vast numbers of women remained unmarried, becoming either inmates of nunneries or mesial slaves in the households of their more prosperous neighbours. Under these circumstances the population showed every sign of becoming extinct before the lapse of many years, and the few visitors who penetrated the country were invariably impressed by the apparent hopelessness of its prospects. The only satisfactory feature about the people's condition was their physique and their agreeable character. Their superior stature and build are accounted for partly by the fact that the day after children are born their mothers carry them to the nearest stream and plunge them into the water, even in the depth of winter when the temperature is after down to 15 or 20 degrees below zero. Infants which survive this heroic ordeal are then nursed thickly all over with grease and exposed for several hours every day of their young lives in the open air, so that they may grow up strong and hardy and fit to defy all weathers, which the majority of them are certainly well able to do. They are very good-natured and mild-mannered and as their language is the same throughout the entire region and easy for foreigners to acquire—the written language is Sanskrit—they make a very favourable impression upon all foreign travellers that visit the country.

## THEIR GOVERNMENT.

Prior to the arrival of H. E. Chao Erh-fung to take over the administration of the country on behalf of the Chinese Government, these amiable but ignorant people lived under a system of two-fold oppression. They were oppressed and taxed by the "native rulers"—pity local tyrants who were supposed to be answerable in some loose, undefined way to the Government of Lhasa; but who, in practice, were held to account by nobody or nothing but their own sweet will—and they were oppressed by the monasteries of the monasteries, which were by far the most numerous and flourishing institutions in the country. Government in the proper sense of the word there was none. Crime went unpunished and unheeded; no attempt was made to develop the country, or to foster its public works and the people were utterly neglected except when the time came round for them to satisfy the exactions of their oppressors. But these seasons came frequently enough in all conscience. Not only had the downtrodden folk to pay taxes to the native rulers on the one hand and the monasteries on the other, but they had to render manual service to both whenever called upon to do so, to provide ponies, mules and yaks for their masters whenever the latter chose to move from one part of the land to another, and to find quarters for the military escorts by which their native rulers were invariably attended upon their travels, all free of charge.

## THE COMING OF CHAO ERH-FUNG.

But the providential advent of H. E. Chao Erh-fung completely changed all this. About five years ago the Junior Ambassador of Thibet, Yang Chuan, was murdered by Thibetans near Lhasa and H. E. Hui Liang (New Viceroy of Szechuen) who at that time occupied the Viceroy's seat at Chengtu, acting under instructions from the Government at Peking, selected Chao Erh-fung, who was then one of the Taoists in Szechuen, to lead a punitive expedition to the scene of the murder. H. E. Chao displayed such energy and ability in the conduct of this mission, that he was appointed High Commissioner of Frontier Affairs and placed in charge of the frontier between Szechuen and Thibet. This is the region over

which he has ever since exercised a wise, enlightened rule, over which in fact he has reigned a veritable Lord of the Marches. He found it a howling wilderness and he has transformed it into a veritable place of residence for the millions of people who constitute its population.

## CHAO ERH-FUNG'S REFORMS.

It would be difficult to describe in a few columns of a newspaper a fraction even of the changes for the better which have been effected during H. E. Chao's administration. The most striking and important perhaps are those which belong to the department of communications. When he arrived there were no roads in the country. There is now a regular network of excellent highways throughout the entire region. Carefully levelled, well constructed they zigzag up along the mountain sides, down the slopes and straight across the wide flat stretches comparing favourably in every detail with the best roads that the British have made on the Indian side of the frontier. The only particular in which they are not quite up to the British standard is this, that whereas the British roads tunnel along the H. Malayayan precipices are all protected with stout iron railings on the open sides, Chao Erh-fung's highways have not yet been provided with safeguards of this description. But the provision of this additional improvement is a matter of only a little more time. The bridges, which are very numerous, are all substantial, up-to-date structures, of wood and stone, built to all appearance, to last for centuries. These roads and bridges show evidence of the highest engineering skill and reflect the greatest credit on their designers, Chinese engineers, officers, and the Chinese soldiers who carried out the actual work of construction. The chief of these highways is that from Chiamdo to Tachienlu. As there were no roads in the country prior to the advent of H. E. Chao Erh-fung, neither naturally were there any rest-houses, but these the energetic High Commissioner has also now provided. Comfortable buildings, on the lines to some extent of the famous Indian *dak* bungalows, are now to be found at short intervals all along the highways. They are free to the use of all travellers without charge, save the price of fuel and the small *chamchi*, which is expected by the caretakers, and which, we need hardly say, is invariably forthcoming although its payment is by no means compulsory.

Another important improvement introduced by H. E. Chao Erh-fung, is the telegraph. Prior to his arrival there was no telegraph in the country but now, thanks again to the vigour of his administration, telegraphic communication may be had from all the larger centres, expeditiously and easily with all parts of the world.

Education and the encouragement of industry are also matters which have deeply engaged His Excellency's attention. After what has already been written we need scarcely refer to the utter absence of schools along the frontier prior to the advent of the High Commissioner. There are now 75 institutions of this character—ranging from a corporation school, taught by girls. In the industrial department he has opened woollen mills and tanneries, and engaged experts to teach the people weaving and tanning which in a country so rich in flocks and herds as the Thibetan frontier, are industries with the most possible future before them. He is also using every effort for the promotion and improvement of agriculture. Before he arrived the only crop cultivated was wheat, in few, sparse patches. The Thibetans ate absolutely no vegetables. But now, His Excellency has introduced the cultivation of rice, which besides proving a great boon to the Chinese soldiers and settlers in the country, is also being gladly welcomed by the Thibetans as providing a most welcome addition to their former meagre diet of badly baked wheat cakes.

## ADMINISTRATIVE REFORMS.

One of H. E. Chao's first proceedings in the country was to abolish the regime of the "native rulers." The predatory gains they treated with scant ceremony, sending them packed with small pensions, and replacing them with specially selected Chinese officials under whom the people now acknowledge that they are better off and happier than ever they were before in the whole course of history. He also sternly forbade the monks to levy any more taxes and gave the people to understand that they were no longer under any obligation to render free service to monks or native rulers or anybody else. In place of the taxes which they formerly paid to a multitude of oppressors they are now called upon to pay their taxes only once a year, in a lump sum, collected at a fixed time and place, and a fine of one rupee for every penny or more they possess, and half a rupee for every yak or cow. The "commutation" of these animals, which was formerly freely practiced, is no longer permitted, the Chinese authorities paying half-a-rupee per day for every beast hired from the people for transport purposes.

The practice of polyandry is being firmly discouraged. Every couple about to marry must now appear before a Chinese official and register the contract, otherwise they will receive no help or protection in case trouble should arise between them after marriage. Everybody also is now given a Chinese surname in addition to his original Thibetan name and unions between people of the same surname or belonging to the same clan are strictly prohibited. The people are taking very kindly to the new institutions—to the list of which we may add the practice of vaccination, which has been introduced with the very best results, although it was only after His Excellency had bared his own shoulders and shown them that he himself had undergone the operation that the people would consent to submit to the process—so that in a few years the indications are they will be well-protected and prospered, a condition as any to be found within the confines of the Chinese Empire.

The author of this remarkable transformation is the younger of a famous pair of brothers, the elder of whom occupies the exalted office of Viceroy of Szechuen. The High Commissioner is now 65 years of age, a tall, hale, strong and energetic man with nothing in his appearance to indicate that he has passed the prime of life, except his hair and mustache, which the labour and anxieties of the past few years have completely whitened. He has a record of 30 years of the most progressive, conscientious, and one from whom, without doubt, his services to his country have been already a great blessing. He is a man of a high moral character, and his rule is the best that the frontier has ever known.

## Intimations.

## A BILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worst remedy for a cold, flu, or headache, is the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago, the work of civilising and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

## WAMPOLE'S PREPARATION

the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites, and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

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Hongkong, 1st October, 1910. [679]

## THE BRITISH FOREIGN IMPORT &amp; EXPORT COMPANY, Central Bldg.,

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Hongkong, 6th September, 1900. [458]

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Hongkong, 1st June, 1910. [458]

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## BUTCHER MEAT.

Beef—Prime cut—Moi Lung Pa 20

Corned—Ham Ngau Yuk 22

Roast—Shin 22

Breast—Ngau Lam 15

Soup, Tong Yuk 20

Steak—Ngau Yuk Pa 22

Shin—Ngau Lam 20

Sausages—Ngau Yuk Ching 25

Bullock's Brains—Know 9

Tongue fresh—Ngau Li 20

Corned—Ham Ngau Li 20

Head—Ngau Tan 25

Head—Ngau Sam 25

Hump, Salt—Ngau Kin 25

Pork—Ngau Kook 25

Kidneys—Ngau Yik 25

Tail—Ngau Mei 25

Liver—Ngau Con 25

Tripe (undressed)—Ngau To 25

Calves' Head and Feet—Ngau Chai 25

Mutton Chop—Yang Pal Kwat 25

Lug—Yang Pal 25

Shoulder—Yang Shan 25

Pigs' Chittlings—Oh Ching 25

Brains—Oh Kook 25

Fat—Oh Kook 25

Fry—Oh Chai 25

Head—Oh Chai 25

Heart—Oh Sam 25

Kidneys—Oh Yin 25

Liver—Oh Con 25

Pork Chop—Oh Pal Kwat 25

Corned—Ham Chai Yuk 25

Lug—Oh Pal 25

Fat or Lard—Oh Yau 25

Sheep's Head and Feet—Yang Tan 25

Kook 25

Heart—Yang Sam 25

Kidneys—Yang Yin 25

Liver—Yang Con 25

Sucking Pig, To Order—Oh Chai 25

Suet Beef—Sung Ngau Yau 25

Mutton—Sung Yang Yau 25

Veal—Ngau Chai Yuk 25

Sausages—Ngau Chai Yuk Tong 25

## POULTRY.

Chicken—Kai Chai 25

Duck—Small—Siu Kai 25

Doves—Pan Kai 25

Eggs, Hen—Kai Yau 25

Fowls, Canton—Kai 25

Hillman—Hoi Nam Kai 25

Geese—Ngo 25

Goose, Wild Shanghai—Sheng Hoi Ye 25

Ngo 25

Musk Deer—Wong Kung 25

Hare—To Chai 25

Partridge—Oh Khoo 25

Phasian—Shan Kai 25

Pigeons, Canton—Pak Kung 25

Holbow—Holbow Pak Kung 25

Quail—Um Chien 25

Rice Birds—Wo Fa Chien 25

Snipe—Sa Chai 25

Hen—Na 25

Wild Ducks, Shanghai, Sulap 25

Tail, Shanghai, Sulap 25

Wild Ducks Canton—Sung Shing Sulap 25

## FISH.

Barbel—Ka Yu 25

Bream—Bin Yu 25

Giant Fresh Water Fish—Hoi Bin Yu 25

Garp—Li Yu 25

Gulch—Ohk Yu 25

Goldfish—Mun Yu 25

## SHARK—SO YU

Shark—So Yu 25

Shrimp—Ha 25

Snapper—Lap Yu 25

Sole—Tai Sa Yu 25

Tench—Wan Yu 25

Turbot—Oh Ho Yu 25

Turtles, small, fresh water—Kook Yu 25

White Bait—Ngau Yu Chai 25

## FRUITS.

Almond—Hung Yau 25

Apple, (California)—Kam San Ping 25

Ko 25

(Chico)—Tin Chai Ping 25

Ko 25

Small—Hoi Tong 25

Onion—Fan Lai Chai 25

Banana, fragrant, Canton—Sung Sheng 25

Meung Chai 25

(bitter), Macao—Sung Hing Chai 25

Cherries, Chiacie—Fong Luk 25

Carambola—Yang Tou 25

Cocconuts—Yah Yu 25

Grapes—Siu Tai Tai 25

Lemon, China—Ning Moong 25

Amor—Kam San Ning Moong 25

Lichee, Small Stone—Lai Chai Con 25

Small—Lai Chai 25

Limes, (Salmon)—Sal Kung Ning 25

Moong 25

Mango, Manila—Lai Sung Moong 25

Mango, Saigon—Sal Kung Moong 25

Mangosteen, San Chai Tai per doz 25

Oranges, Tim Chang 25

Small—Tai Kut 25

Mandarin—Tin Kut 25

Olives—Fak Lam 25

Passion Fruit 25

Pears, (American)—Kam San Shat Li 25

(Canton), Cooking—Sa Li 25

Peanuts—Fa Sang 25

Perlimmon, Large, Hung Chai 25

Pine-apples, 1st quality—Sheng Poon 25

Ti Paw-law 25

and cooking—Chung-tang 25

Paw-law 25

Plum—Tai Chai 25



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Hongkong, 7th July, 1910.

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Shanghai, 2nd October, 1910.

## The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 1, 1910.

### SIR FREDERICK LUGARD'S RETURN.

To-day the Colony welcomed back its Governor Sir Frederick Lugard and upon no occasion over a series of many years have we witnessed such a gathering of our Colonial notabilities than the assembly which got together on Blake Pier this morning to meet His Excellency and Lady Lugard when they came ashore. Needless to say, there was a guard of honour and band, from the Buffs, but all the outward display was as nothing as compared with the cordiality of the individual reception. Everyone on the wharf and in its neighbourhood—and there were spectators, too, on every balcony in the vicinity—testified to the popularity of Sir Frederick and our Lady Governor. A great many of the fair sex were present at the landing and no doubt this was largely due to the fact that Lady Lugard was returning in perfect health after undergoing a rather rough spell at Home, to which she was forced to return some eighteen months ago through indisposition caused mainly by residence in the Colony. Sir Frederick has been accomplishing some good work at Home during his sojourn there and has had heaps of compliments paid to him for his administrative capabilities as evinced both in Hongkong and in other British possessions where he has served. One of the greatest compliments that he received was that which was paid to him at the "Colonial" dinner by Lord Curzon, from whom an eulogy on Crown Colonial administration is a valuable tribute and serves to make us deservedly proud of the head of our Government. As we have already recorded in these columns, His Excellency's chiefest desideratum during his visit to London has been to further the University scheme which Sir Hormusjee Modji has so generously built the foundations of. This is what the *Daily Graphic* has to say of our Governor's efforts in this direction:—"Sir Frederick Lugard makes an appeal which ought to meet with a ready response from all Englishmen. In the conception of the proposed Hongkong University there is an element of romance and knight errantry which lifts the scheme far above the commonplace. The University, though it is to be situated in Hongkong, is not primarily intended for the needs of that flourishing British Colony. Its primary purpose is to provide a readily accessible institution where Chinese young men may study Western learning, and in doing so touch with their own home influences and traditions. The practice of sending young Orientals to England or to America to study is already discredited among thoughtful observers of the relationships between the East and the West. The change of surroundings is so complete, the separation from home influences so absolute, that very few young men are able to emerge from such a test unscathed. As our own experience in India has shown, the young Oriental who is sent to spend in England the most impressionable period of his life returns to the East filled with contempt for his old home surroundings, because he has outgrown them, and with hatred of his new European acquaintances because of the racial gulf which he has been unable to cross. Hatred and contempt are not passions which it is worth while to inculcate by expensive educational methods. On the other hand, there are practical difficulties in the way of establishing a modern University in China and under Chinese jurisdiction. These difficulties do not exist in Hongkong. British law there gives guarantees of security without which it would be impossible to start so bold a scheme, while at the same time there is in Hongkong a large and prosperous Chinese population, so that the young student would still be in contact with his own countrymen. Already over £100,000 has been subscribed in Hongkong and China for this far-reaching project, and it is earnestly to be hoped that Sir Frederick Lugard will be successful in raising here a substantial addition to this sum. This, we take it, is a handsome testimony to the strenuousness with which His Excellency has been pursuing his Hongkong University campaign in England as well as showing that while he was there his time was not all leisure, although he was well entitled to that relaxation. Since Sir Frederick left the island, many important things have taken place locally. Some new Ordinances have been passed into law, all tending to the welfare of the community. As before, Sir Henry May has kept well up the dignity of our governmental chair and pursued a steady policy of progress. In the New Territory, the development of the country has proceeded steadily. New roads have been constructed and bridges built. Most important of all, however, is the fact that the British section of the Kowloon-Canton Railway has been got into running order and is now in complete working fashion. Our Governor no doubt, will find satisfaction in going over the new work done in the Colony since his departure and witnessing the immense progress which has been made in the forwarding of his own administrative policy.

### THE FUTURE OF HOIHOW.

As long ago as April last we called our readers' attention to the important trade of Hainan Island, and the probable loss to British merchants involved by the apathy of the Two Kwang Viceroy and his apparent reluctance to carry out the Hoihow Conservancy scheme. The Hongkong Chamber of Commerce took the matter up. H.B.M. Acting Consul referred it to H.B.M. Minister in Peking, and in that limbo of British interests, the Legation, the scheme has since reposed in peace. It should be understood that Hoihow is the only shipping port in Hainan, and that it is rapidly becoming cut off from navigable water by the mud flats. Hongkong is the chief distributing centre and main market for Hainan's produce and needs. The question of the condition of Hoihow harbour is one of very practical interest to the Hongkong shipping trade as well as to other industries. At present we read in the latest consular report on Hoihow a sad account of the menace to the continuance of the trade caused by the short-sightedness of the Provincial Government. A comparatively small sum, only 600,000 dollars, part of which the foreign shipping companies and the merchants consented to pay by means of tonnage dues, is all that is needed "to effect the conversion of the Hoihow mud flats into a channel between anchorage and shore, navigable by launches at all states of tide and weather." At present the lighter coolies appear to be the masters of the trade for the least change of weather offers an excuse for idleness and extortion on their part. Their combination is strong, and they have no opposition to encounter; they can, and do, dictate terms, increasingly exorbitant, to the shipping agents. Their increasing charges and the expensive delay to steamers caused by their independence have naturally an effect on the prices of imports and exports. The improvement of the channel to admit steam launches and large covered lighters at all states of the tide would preclude delay to steamers and damage to cargo, but the apathy of the local and provincial officials will, if continued, effectually fetter the rich soil of Hainan. The value of the export of betel-nut last year was £25,579, of sugar £26,694, of grass-cloth £26,461, of pigs and cattle £148,476. The total value of exports in Hongkong amounted to the large sum of £290,555, and the value of imports from this Colony was the still larger sum of £479,349. As we have already pointed out in a previous article it has been proved by actual experiment that rubber and cassia camphor and tobacco could be raised although we can justly claim from 70 to 80 per cent. of the whole trade of Hainan as British, yet British shipping decreased by one-half last year. Of course it will continue to decrease as long as the labour conditions remain what they are. And for this the Provincial Authorities will be to blame. We see nothing in the consular report before us which directly attributes to those Authorities the blame for the wretched state of telegraphic communication between Hoihow and the rest of the world. The Hainan Straits are 14 miles wide, and on the mainland opposite Hoihow, is a place called Hsu-wen. There is a wireless installation at both places. A telegram therefore from Hongkong to Hoihow giving a typhoon warning would go from here to Canton, from Canton to Hsu-wen, and from there by wireless to Hoihow. But the wireless installation is obviously one of the least efficient in the Chinese Empire, that is, in the world, and the land line behaves as land lines out here always can be expected to behave, so that by the time the warning reaches Hoihow several days have elapsed and the typhoon has passed. It frequently happens that a letter posted in Hongkong to Hoihow on, say, Monday when a telegram also is sent, will arrive on Wednesday. But the telegram will arrive on Friday or Saturday. This is really very disappointing. If the radius of the wireless installation were so increased as to establish direct communication with Canton, and perhaps with Manila, the danger to shipping of being overwhelmed by a typhoon without warning would be obviated. We recommend the attention of our Chinese friends to these friendly criticisms; their interests not less than those of our trade are involved and the more that this is realized the better it will be for them and for us, and for the trade of Hongkong. The new Viceroy has the interests of Chinese trade deeply at heart. The development of the country's great resources has been his study and is his great object in life. When congratulating him on his present dignity we hope that the Chinese Chamber of Commerce will not fail to bring to his notice the needs and opportunities of Hoihow.

The O.P.R. Company is in receipt of advice from their Yokohama Agency that the latter are in receipt of a wireless message from the R.M.S. *Empress of India* that the vessel is expected to reach Yokohama on the 3rd November at 8.00 a.m. At the time the message was despatched, the steamer was 1,500 miles from Japan. The *Empress of India* left Vancouver on the 15th October.

### SHANGHAI RACES.

#### AUTUMN MEETING.

The following are the results of the first five events in connection with the Autumn Meeting held at Shanghai to-day—  
**THE MALOO FLAT, 1 MILE.**  
Stadacona (Jones) ..... 1  
Chric (Vida) ..... 2  
Planola (Bukill) ..... 3  
Time: 58 4/5 secs.  
**THE CRITERION STAKES, 1 MILE.**  
Hankow (Morris) ..... 1  
Cherityree (Vida) ..... 2  
Worcester (Lawrence) ..... 3  
Time: 1 min. 4 2/5 secs.  
**THE MAIDEN STAKES, 1 MILE.**  
Crusader (Rowe) ..... 1  
Rejected (Johnston) ..... 2  
Liddlebank (Bukill) ..... 3  
Time: 1 min. 29 secs.  
**THE FAIR WAH STAKES, 1 MILE.**  
Spring Rose (Bukill) ..... 1  
China (Gumming) ..... 2  
Stirrup Cup (Campbell) ..... 3  
Time: 3 min. 10 secs.  
**THE FRUITFUL NAVY CUP, 1 MILE.**  
Asshore (Bukill) ..... 1  
Caprica (Vida) ..... 2  
Dialose (Lindsay) ..... 3  
Time: 1.31 2/5.

### LOCAL AND GENERAL.

THE Hindoos will celebrate the "Devaki" Festival to-morrow.

A CHINESEMAN was awarded a month's imprisonment at the Magistrate's Court for watching a pocket-book from an old man.

HARMONIOUS CIRCUS will give their second matinee performance to-morrow afternoon when children will be admitted half price.

A HAWKER was sentenced to one month's imprisonment this morning for offering a bribe of 50 cents to a *lahong* while under arrest.

THE Kuala Lumpur Postal Clerk has been informed by their head that in future unless wearing a shirt, they must not remove their coat when on duty. The wearing of a singlet is therefore discontinued.

THE Diplomatic Corps has addressed a communication to the Wai Wo-pu to the effect that the indemnities must be duly paid in despite of what has happened in Shanghai, and the latter has advised the Board of Finance accordingly.

THE success of the Refalowsky-Lili Sharp Recital to-morrow evening at the Peak Hotel seems assured. Booking is brisk and a party from Government House is to be present. The plan is at the Peak Hotel. The Recital will commence at 9.15 p.m. sharp.

THE efforts of China's modern men to establish a Parliament show no signs of abatement. The latest advice from the North states that the Governors and Viceroys of seventeen Provinces have agreed to support a bill which has been greatly improved.

THE Skipper of the s.s. *Kwong Yuen* was prosecuted this morning by Mr. J. Franco, junior, for keeping of Green Island, for dumping rubbish into the harbour. The case was brought before Mr. Hallifax, First Police Magistrate, and was remanded owing to the Captain's not putting in an appearance.

RETURN of visitors to the City Hall Library and Museum for the week ending the 30th October, 1910:—

	Library	Museum
Non-Chinese .....	404	331
Chinese .....	180	3,065
Total .....	584	3,396

THE condemnation of Chinese docks and the firing of two persons at West London Police Court for exposing them for sale when unfit for human food led a newspaper representative to make inquiry among the importers in London as to the consigning of docks from China. He found that the attempt to make a market proved as dismal a failure as that of China pig. Few Englishmen, having once tasted an imported duck from the land of rice, would care to repeat the process. A leading importer in the Leadenhall Market said a consignment of ducks sent over early this year was not worth roasting, and even when roasted they were distasteful to English palates.

### SOUTH CHINA ITEMS.

#### DEPARTURE OF CHINESE MINISTER.

[Translated from the *Nation Press*.]

The newly-appointed Minister for China in England will leave Shanghai on the 8th inst. by the English Mail, which is due in Hongkong on the 11th inst.

A COMPLAINT.  
The representative of the Canton Chambers of Commerce has addressed a petition to Tao Tai Chan, of the Public Works, asking that the boilers of water tanks should be stopped from running at night. The petition has been rejected owing to numerous out breaks of fire.

NAVAL MATTERS.  
The Admiralty has deputed Lieut. Kwock Hong to receive Prince Shun Pei-lap, Lord of Admiralty. He will leave by the China Navigation Company's steamer *Sun Ming* for Canton to-day and will arrive at Peking on the 5th inst.

### TYPHOON WARNING.

The telegram quoted below was received from the Mail's Observatory at the American Consulate General to-day:—

Mail, October 31, 4.45 p.m.  
Oyama or Typhoon over the Eastern Visayas moving W.

Mail, November 1, 10 a.m.  
Oyama or Typhoon over the Visayas (Luzon) moving W.

### Oil Ship on Fire.

#### IN CANTON.

#### STANDARD OIL CO. TO THE RESCUE.

We are in receipt of news this morning that a serious fire occurred on board the Norwegian steamer *Nord* whilst she was lying at the wharf in Canton discharging a cargo of Burmah oil into the Hamburg-America's godowns. It appears that the outbreak was caused by the overturning of a lamp in the fore-cabin and it is a very fortunate circumstance that the conflagration did not get an opportunity of involving the whole cargo, in which case the ship herself would inevitably have been destroyed with probably disastrous results to the lives of the crew.

#### OTHER SHIPPING.

In the river. As it was, as soon as the alarm was given, prompt assistance was got from the Standard Oil Company's depot which immediately adjoins the wharf at which the *Nord* was lying at the time of the mishap, and Captain Smith, the superintendent, was so energetic in getting his fire-extinguishing apparatus into operation that the flames were effectually prevented from procuring a hold upon the cargo.

Some 1,500 feet of hose belonging to the Standard Oil Company was used in combating the flames and it speaks much both for Captain Smith and the men under his control that the fire was got under in less than one hour and a half. From all accounts, there was no injury done to the frame of the *Nord*, the fire having been confined to the fore-cabin where it originated and the damage is reported to be comparatively trifling.

The *Nord* is a steel screw steamer of 7,160 tons net, was built in 1895, and belongs to Christiana. Her cargo, we believe, belongs to the Straits Petroleum Company and she has been engaged for a number of years in the Rangoon oil trade.

### THE BLUE FUNNEL LINE.

The Steamers of the Blue Funnel Line have a world-wide reputation, founded on a record of service to the public which extends over fifty years. The passenger service between Great Britain and Australia is to be inaugurated by three steamers, the *Arcturion*, the *Assoluto*, and the *Arcturion*, which have been specially built for the trade. They are each twin-screw vessels of over 10,000 tons gross register tonnage, and no effort has been spared to ensure the safety, comfort, and general well-being of the passengers. These steamers carry Saloon passengers only, and the Managers feel sure that in providing a line of steamers of this kind, giving very superior accommodation at moderate rates of passage money, they are meeting a want widely felt among the travelling public in a way which will be much appreciated. A duly qualified Surgeon is carried, and also an efficient staff of Stewards and Stewardesses fully adequate to give proper attention to the passengers.

VERMOREL TELEGRAPHY is installed in all three steamers. The cabins are large and airy, situated amidships, giving easy access to all the public rooms. Each cabin is fitted with a chest of drawers and a wardrobe, which enables passengers to live in ordinary comfort while on board, instead of "in their trunks."

The Dining Saloon, Drawing Room and Smoking Room, are spacious and lofty apartments, well lighted and ventilated. They can be reached from all the cabins without passengers having to go outside on deck.

#### DECK SPACE.

As regards deck space passengers will have the run of the whole ship, with the exception of those portions reserved for the use of the officers and crew. A covered shelter is fitted at the after end of the promenade deck, to which passengers can retreat in wet weather while still remaining in the open air.

Special thought has been devoted to the equipment and ventilation of the Lavatories and Bath Rooms, the accommodation in this respect being particularly airy and commodious.

Space is allotted to a Children's Nursery, a Hospital, and a Barber's Shop, and a photographic Dark Room is also available for the use of passengers. Each steamer carries a Library containing a large selection from the works of the best authors of English Literature, and games are also provided for the amusement of passengers.

#### LAUNDRY AND KITCHEN.

There is a laundry on board, capable of dealing with the washing of passengers' linen, etc., during the voyage. Particular attention has been paid to the Kitchen Department. The kitchens are fitted throughout with the most up-to-date appliances, and a large staff of coolies is employed, the supervision of a fully qualified Chef. All the provisions are of the best quality obtainable, and it is the intention of the owners that by special study the conveying of monotony of the menu, so frequently noticeable on board ship, shall be avoided.

We have to thank Messrs. Butterfield & Swire for the pamphlet in which the above are extracts.

### HOCKEY MATCHES.

#### QUEEN'S COLLEGE vs. R.E.

The Queen's College Hockey team met the Royal Engineers in a friendly game of hockey yesterday afternoon. A good game was put up by the boys, although their opponents proved the victors. The Sports opened the score. The game resulted in a win for the Royal Engineers by 2 goals to 1.

#### B.C.C. vs. N.M.C.A.

This match was played yesterday afternoon on the Hongkong Hockey Club ground and resulted in a win for the B.C.C. by one goal to 4-4. The latter team played with only 9 men.

#### ROYAL ENGINEERS vs. 15TH MAHARATTA

The above match will be played on the U.K.C. ground to-morrow. Both sides are well represented. The 15th Maharatta will be represented by the following:—Lester, Thomas, Widdows, Thomas, Daniel, Lister, Hall, John, Campbell, Lister, Day and Hall.

### ARRIVAL OF SIR FREDERICK LUGARD AND LADY LUGARD.

#### OFFICIAL LANDING.

Shortly after nine o'clock this morning, Hongkong had the pleasure of welcoming back to the Colony His Excellency Sir Frederick and Lady Lugard after a holiday at Home. Arrangements were admirably carried out to give our popular Governor and the so less popular lady who accompanied him as royal a welcome as possible after their protracted stay in the home-land and consequently Blake Pier presented a gala appearance with its tasteful array of fresh, green palms and the red carpet which extended across the entire length of the pier. Outside the pier, a guard of honour detailed from The Buffs, consisting of 100 rank and file, with Lieutenants Norman and Gould bearing the colours of the Regiment, was drawn up under the command of Captain Worthington. On the pier itself, a large number of influential citizens awaited the arrival of Their Excellencies and among the gathering we noticed Lady and Miss May, Mr. and Mrs. A. W. Brewis, His Honour Mr. F. A. Hazeland, Puisne Judge, Messrs. E. A. Irving, A. H. Harris, Hon. Mr. Murray Stewart, Sir Francis Pigott, Chief Justice, Capt. F. W. Lyons, Deputy Captain Superintendent of Police, Lieut.-Col. A. Chapman, Hon. Mr. W. Chalmers, Hon. Mr. E. Osborne, Messrs. Liu Chai Pak, Wong Kam Fok, Ng Hon Chi, Leung Pui Chi, O. W. Lee-Jones, J. R. Wood, Dr. and Mrs. Jordan, Comm. J. J. Leiria, Consul for Portugal, and Dr. J. W. Noble.

On Their Excellencies' arrival at Blake Pier the usual salutes were fired. The party assembled on the pier then shook hands with Their Excellencies, after which the Guard of Honour presented arms, a few bars of the National Anthem being played simultaneously. His Excellency inspected the men and shortly afterwards both His Excellency and Lady Lugard proceeded in chairs to Government House.

We were glad to notice that Lady Lugard was looking very well this morning. After the serious illness through which her Ladyship recently passed, it is distinctly gratifying to have Lady Lugard again with us and we wish both Sir Frederick and Lady Lugard a pleasant sojourn in the Colony.

### APPLICATION FOR BAIL.

QUESTION BEFORE THE CHIEF JUSTICE.  
Before the Chief Justice, Sir Francis Pigott, at the Supreme Court this morning, Mr. Eldon Potter, instructed by Mr. J. H. Gardiner, made an application on behalf of Wong Tai, a prisoner confined in Vi toria Goal, for bail to be granted. Mr. W. W. Rees-Davies, K.C., Attorney-General, instructed by Mr. H. L. Denham, S.C., for the Crown Solicitor-General, opposed the application. Mr. Potter stated that under the Crown Office practice, where a man was in custody, the Court should be summoned by writ of *habeas corpus* to show cause why bail should not be granted. Even when a prisoner pleaded guilty, there was inherent power vested in the Court to grant bail. There were two ways of asking for bail, one of which was when the Court originally exercised its jurisdiction to grant bail. His Lordship—I don't see how it can be done by *habeas corpus*, because the custody is illegal. Proceeding, his Lordship stated that the question of felony was a question of discretion; Counsel was appealing to the inherent jurisdiction of the Court.

Mr. Potter contended that the practice in this Colony differed from that obtaining at Home. Here there was an express formulation. The Section was very wide. Even where a prisoner was guilty of treason, he could come before the Court and apply for bail, whether he had been committed for trial or not. Counsel proceeded to read the Section, which he said removed all doubt as to whether prisoner could apply to the Court for bail while under remand. His Lordship said he was not sure whether the Section applied where bail had already been asked for before a Magistrate, who refused it for some reason or other.

Mr. Potter said there was no reason why a Magistrate should not grant bail. He could do so even if prisoner had been committed for trial. After further argument, the application was refused.

### RAID ON OPIUM DIVAN.

#### DIG CAPTURE BY THE POLICE.

Thirty-four natives were charged this morning before Mr. E. R. P. at Flat Police Magistrate's Court, for smoking opium in a divan. The case was made by Detective Sergeant Wait, who raided a house at Tai Woong Lane, Wanchoi. While carrying out the raid, one man escaped by cutting off his leg. The case was produced in Court this morning. After hearing evidence the Magistrate imposed a fine of \$150 on the keeper of the den and fined the remainder \$5 each.

### FIRE AT SHAKTIWAN.

#### GOOD WORK BY THE BRIGADE.

A fire which originated in a stack of hay racks broke out at Shaktiwan near the Shing Lee Terrace early yesterday morning. The Shaktiwan Brigade rushed out in good time and after four hours' hard work succeeded in putting out the fire. As a result of the outbreak, five racks, which were lying about ten to fifteen yards away from the terrace, were burnt out. The amount of the damage done is slight.

### TYPHOON IN THE LOOCHOOS.

#### WHIRL AND LOSS OF LIFE.

A despatch from Naha, Loosha Islands, reports that the storm which swept the islands on the 10th and 11th inst. greatly damaged the crops, particularly the sweet potatoes. The steamer *Mikura Maru* was outside the harbour of Naha. Thirty passengers and several crew members were on board. Only six bodies have been recovered and it is feared that many more have perished. The steamer *Mikura Maru* was wrecked on the 10th inst. and the crew were rescued. The steamer *Mikura Maru* was wrecked on the 10th inst. and the crew were rescued. The steamer *Mikura Maru* was wrecked on the 10th inst. and the crew were rescued.







## Shipping—Steamers.

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Royal Mail Steamship Line.

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 11 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

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"MONTEAGLE" TUESDAY, NOV. 2TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, MAR. 10TH.
"MONTEAGLE" WEDNESDAY, JAN. 12TH.	
"EMPRESS OF INDIA" SATURDAY, FEB. 11TH.	

Back Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Japan" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

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R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ..... £43.  
Via New York ..... £45.

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D. W. BRADDOCK, General Traffic Agent,  
Corner Padder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"HANGSANG"	WED. DAY, 2nd Nov., 4 P.M.
TIENSIN	"CHEONGSHING"	FRIDAY, 4th Nov., Noon.
MANILA	"YUENSANG"	FRIDAY, 4th Nov., 4 P.M.
SINGAPORE, PENANG & CALCUTTA LAISANG	"LAISANG"	SATURDAY, 5th Nov., Noon.
MANILA	"LOONGSANG"	FRIDAY, 11th Nov., 4 P.M.
SHANGHAI, KOBE & MOJI	"NAMSANG"	MONDAY, 21st Nov., Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).  
The steamers "Kaituma," "Namsang" and "Fooking" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.  
These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Oklaio, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dava, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to  
JARDINE MATHESON & CO., LD.  
General Managers.  
Telephone No. 215.  
Hongkong, 31st October, 1910.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
SHANGHAI	"CHINEVA"	3rd Nov., 4 P.M.
HAIPHONG	"SINGAN"	4th Nov., 10 A.M.
SHANGHAI, CHEFOO & NEWCHWANG	"POOHOH"	5th Nov., Daylight.
SHANGHAI	"ANHUI"	5th Nov., Midnight.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"TAIYUAN"	6th Nov., 4 P.M.
LOILO & CEBU	"SUNGKIANG"	10th Nov., 4 P.M.
CHEFOO & TIENSIN	"KORIOH"	10th Nov., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports, DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANGUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chosen, Lian, Chinkwa), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers (and passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung).

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to  
BUTTENFIELD & SWIRE,  
Agents.  
Telephone No. 25.  
Hongkong, 1st November, 1910.

## HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

For Freight or Passage, apply to  
SHEWAN TOMES & CO.  
General Managers.  
Telephone No. 25.  
Hongkong, 1st November, 1910.

Steamship	Tonnage	Capitain	For	Sailing Date
MONTEAGLE	14,500	R. Rodger	MANILA	SATURDAY, 5th Nov., at Noon.

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Telephone No. 25.  
Hongkong, 1st November, 1910.

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Telephone No. 25.  
Hongkong, 1st November, 1910.

## Shipping—Steamers.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU"	6,182	WEDNESDAY, 2nd Nov., at Noon.
VICTORIA AND TACOMA, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 2nd Nov., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOOHONG	"CHOSHUN MARU"	THURSDAY, 3rd Nov., at 10 A.M.
TAMSI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 6th Nov., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 9th Nov., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nanking Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

## HONGKONG-NANKING, RETURN.

1st Class. \$73.00. 2nd Class. \$55.00. 3rd Class. \$37.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 31st October, 1910. S. HIROI, Manager.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON, ANTWERP, via SHANGHAI, PENANG, SINGAPORE, PENANG, COLOMBO AND PORT SAID	TAKI MARU, Capt. K. Sato, Tons 8000 KAMO MARU, Capt. F. L. Sommer, Tons 9200 AKI MARU, Capt. K. Homma, Tons 7200	WED. DAY, 9th Nov., at Daylight. WEDNESDAY, 3rd Nov., at Daylight. WEDNESDAY, 7th Nov., at Daylight.

VICTORIA, B.C. & SEATTLE: KAM KURA MARU, Capt. J. Nagao, Tons 7000. SATURDAY, 3rd Dec. From KOBE.

VICTORIA, B.C. & SEATTLE: TAMBA MARU, Capt. K. Sato, Tons 1000. TUESDAY, 8th Nov., at Noon.  
KAMO MARU, Capt. S. Ishiwa, Tons 7000. TUESDAY, 6th Dec., at Noon.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE: KUMANO MARU, Capt. M. Winckler, Tons 6200. FRIDAY, 25th Nov., Noon.  
YAWATA MARU, Capt. T. Sasaki, Tons 5000. THURSDAY, 22nd Dec., at Noon.

BOMBAY, via SINGAPORE & COLOMBO: BOMBAY MARU, Capt. N. Tsuruta, Tons 5000. MONDAY, 7th November.

SHANGHAI, MOJI & KOBE: TOSU MARU, Capt. Y. Nomura, Tons 6000. WEDNESDAY, 9th Nov., at Noon.

NAGASAKI, KOBE and YOKOHAMA: YAWATA MARU, Capt. T. Sasaki, Tons 5000. TUESDAY, 23rd Nov., at Noon.

KOBE and YOKOHAMA: MISHIMA MARU, Capt. A. E. Moss, Tons 4000. THURSDAY, 10th Nov., at 5 P.M.

YOKOHAMA: KAWACHI MARU, Capt. H. Peterson, Tons 7000. SUNDAY, 23rd October.

Fitted with new system of wireless telegraphy. Cargo only. \* Carries deck passengers. \* Calling at Saigon.

## PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
MIYASAKI MARU	9,000	15th Feb.	To London, via New Steamer
KITANO	9,000	11th March	1st class Single... £50
IYO	9,000	15th "	" 2nd class Single... 35
HIRANO	9,000	19th "	" 3rd class Single... 25
TAKO	8,000	12th April	" Old Ste. 1st class Single... 50
KAMO	9,000	16th "	" Returns... 75
AKI	9,000	10th May	" 2nd class Single... 35
MISHIMA	9,000	14th "	" Returns... 45

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers. Tons Leave Hongkong. RATES OF PASSAGE.

AWA MARU... 7,000 28th Feb. To Pacific Coast Common Points

INABA... 7,000 28th March 1st class Single... £30

TAMBA... 7,000 25th April 2nd " " 25

AWA... 7,000 23rd May To London via New York 1st " " 60

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information apply to Agents, Messrs. J. KOBUNDO.

For Freight and Passage, apply to  
J. KOBUNDO.

For Freight and Passage, apply to  
J. KOBUNDO.

## Shipping—Steamers.

FOR SINGAPORE AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING,"

Captain E. F. Smith, will be despatched for the above ports TO-MORROW, the 2nd Nov., at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.  
Hongkong, 1st November, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON, AND ANTWERP.

THE Steamship

"FLINTSHIRE,"

Captain G. C. Cundy, M.R.S., will be despatched as above about 10th November.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO., LTD.,  
Agents.  
Hongkong, 27th October, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, etc.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above on SATURDAY, the 2nd November, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, etc., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 16th October, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

Proposed sailings from Hongkong

VICTORIA, VANCOUVER AND SEATTLE

via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain On or about

Ayres 4,365 J. Boyd 19th Nov.

Redhill 3,882 H. E. Dowell 20th Dec.

Bowen 6,352 F. S. Cowley 17th Jan.

Kawato 6,237 G. B. McGill 9th Feb.

Calling at Amoy and Keelung if sufficient indentment offers.

These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings.  
Hongkong, 22nd October, 1910.

## HONGKONG-BOSTON-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

S.S. "INDRAURA" On or about 26th Nov., 1910.

For Freight and further information, apply to  
SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 1st November, 1910.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With liberty to call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY.

For Freight and further information, apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 1st October, 1910.

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Hongkong, 1st October, 1910.

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DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 1st October,



## VISITORS AT THE HOTELS

---

...by the Siberian

Key, Dr. F.  
Lennor, Mr.  
Lyon, H. C.

Storie, A.  
Taylor, R. P.  
Wilson, F.

---

GRAINGERMAN.

Adams, Mr. and Mrs. Jones, Dr. and Mrs.  
F. R. J. Evans

Smith, Mr. and Mrs. Smith, Miss D.  
 W. H. Sutton, Mr. & Mrs. F.  
 Grant-Smith, E. Wilson, G. L.  
 Kolligswaerts; Mr. & Wood, R. M.  
 Mrs.

---

CHINA COAST METEOROLOGICAL REGISTERS.  
 October 31st, 1910, A.M.

	Bar.	Th. Hu.	Wind	W.
Bar. 30.45	—	50	ENE	b
Th. Hu. 30.24	—	—	0	—
Wind W.	—	—	—	—

Sgt. I. F. Spillies, J.  
D, T. L. Square, Miss A.

Ugashima	11	30.33	—	—	—	—	—	—	—
Ushima	11	30.16	—	—	—	—	—	—	—
Uta	11	30.07	—	—	—	—	—	—	—
Utagatsuma	11	30.03	—	—	—	—	—	—	—
Utsunomiya	11	29.97	—	—	—	—	—	—	—
Utsunomiya	6 a.m.	—	—	—	—	—	—	—	—
Utsunomiya	6 a.m.	30.31	44	81	NEW	1	—	—	—
Utsunomiya	6 a.m.	—	—	—	—	—	—	—	—
Utsunomiya	11	29.93	63	89	NEW	1	0	—	—
Utsunomiya	9 a.m.	30.20	68	74	NEW	1	2	—	—
Utsunomiya	11	30.29	68	74	—	—	—	—	—
Utsunomiya	11	30.13	69	—	—	—	—	—	—
Utsunomiya	6 a.m.	30.05	70	79	NEW	1	1	—	—
Utsunomiya	11	30.03	66	—	—	—	—	—	—
Utsunomiya	5 a.m.	30.03	66	—	—	—	—	—	—
Utsunomiya	11	30.01	—	—	—	—	—	—	—
Utsunomiya	11	30.00	—	—	—	—	—	—	—
Utsunomiya	11	29.98	—	—	—	—	—	—	—
Utsunomiya	11	29.98	—	—	—	—	—	—	—
Utsunomiya	9 a.m.	30.29	76	76	NEW	1	1	—	—
Utsunomiya	10 a.m.	30.07	76	61	—	—	—	—	—
Utsunomiya	11	—	—	—	—	—	—	—	—
Utsunomiya	11	29.98	—	—	—	—	—	—	—
Utsunomiya	11	30.10	76	—	—	—	—	—	—
Utsunomiya	9 a.m.	30.08	83	—	—	—	—	—	—
Utsunomiya	11	—	—	—	—	—	—	—	—
Utsunomiya	8 a.m.	30.05	73	—	—	—	—	—	—
Utsunomiya	11	30.01	79	—	—	—	—	—	—
Utsunomiya	5 a.m.	—	—	—	—	—	—	—	—
Utsunomiya	10 a.m.	29.86	84	—	—	—	—	—	—
Utsunomiya	10 a.m.	29.86	84	77	—	—	—	—	—
Utsunomiya	9 a.m.	—	—	—	—	—	—	—	—
Utsunomiya	11	29.78	83	—	—	—	—	—	—
Utsunomiya	11	29.73	81	—	—	—	—	—	—
Utsunomiya	11	29.85	81	—	—	—	—	—	—
November 1st, 1910. am.									
Utsunomiya	5 a.m.	30.28	44	68	—	—	—	—	—
Utsunomiya	6 a.m.	30.48	—	—	—	—	—	—	—
Utsunomiya	11	30.42	—	—	—	—	—	—	—
Utsunomiya	11	30.35	—	—	—	—	—	—	—
Utsunomiya	11	30.29	—	—	—	—	—	—	—
Utsunomiya	11	30.21	—	—	—	—	—	—	—
Utsunomiya	11	30.17	—	—	—	—	—	—	—
Utsunomiya	11	30.10	—	—	—	—	—	—	—
Utsunomiya	11	30.07	—	—	—	—	—	—	—
Utsunomiya	11	30.01	—	—	—	—	—	—	—
Utsunomiya	11	29.95	—	—	—	—	—	—	—
Utsunomiya	5 a.m.	30.21	60	68	—	—	—	—	—
Utsunomiya	9 a.m.	—	—	—	—	—	—	—	—
Utsunomiya	9 a.m.	30.21	60	68	—	—	—	—	—
Utsunomiya	9 a.m.	30.13	67	69	—	—	—	—	—
Utsunomiya	11	30.23	68	100	—	—	—	—	—
Utsunomiya	11	30.09	71	—	—	—	—	—	—
Utsunomiya	6 a.m.	30.06	71	57	—	—	—	—	—
Utsunomiya	11	29.98	67	—	—	—	—	—	—

Yokohama.	P. M. Co...
of India.	Vancouver. C. P. R. Co

[illegible]



## SHARE QUOTATIONS

Supplied by Messrs. E. S. KANDOLIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES	VALUE.	PAID UP.	PORTION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE REVENUE AT PRESENT RATES OF LAST TRADE	CL. / MO QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT		
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$1,219 50	\$2 for first half year ending 30.6.10 @ ex 1/51 = \$12.45	\$20 sales \$20 10/
National Bank of China, Limited	99,995	47	46	\$4,000 \$3,000,000	\$30,555	\$2 (London 1/6) for 1909	\$21 buyers
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	\$350	\$50	\$1,500,000 \$1,500,000 \$1,500,000	none	\$15 for 1909	\$175 ex div.
North China Insurance Company, Limited	10,000	415	45	Tls. 22,500 Tls. 22,500 Tls. 22,500	Tls. 205,119	Final div. of 7 1/2 % for 1909 making 15 % in all	Tls. 112 1/2
Union Insurance Society of Canton, Limited	12,400	\$350	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$27,084	Final div. of \$20 per share, making in all \$50 per share for 1908 and an interim div. of \$30 per share for 1909	\$40 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000	\$7,767	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	\$105 sellers
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited	20,000	\$100	\$30	\$1,000,000 \$1,000,000 \$1,000,000	\$438,406	\$6 and bonus \$2 for 1908	\$115 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$46,218	\$27 for 1908	\$150
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$3,777	\$4 for 1908	\$9 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	Nil	\$4 for year ending 30.6.1908	\$11 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$20,766	Dividend of \$1 1/2 for 30.6.10	\$31 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$37,823	6 1/2 for 1907 on Preference shares only @ ex 1/10 11/16 = \$5.154	\$58 sellers
Do. (Deferred)	60,000					Final div. of 2 1/2 per sh. (comp. 14) making in all 4 1/2 per sh. for '09 & an int. div. of 2 1/2 per sh. on ac. for '10	80/-
"Shell" Transport and Trading Company, Limited	1,000,000	41	41	\$1,000,000 \$1,000,000 \$1,000,000	1,022,994	A dividend of 7 1/2 % for yr. ending 30.4. 1910 A bonus of 5 %	\$23 buyers \$1 1/4 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,159		
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$8,000	\$5 for half year ending 30.6. 1910	\$145 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$135,893	\$3 for 1897	\$12 ex. & b.
<b>Mining.</b>							
Chinese Engineering and Mining Company, Ltd.	1,000,000	41	41	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$1,435	Interim of 1/6 for 1910 (coupon No. 14)	Tls. 15 1/2 buyers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	\$1,000,000 \$1,000,000 \$1,000,000	none	First year	Pa. 10
Raub Australian Gold Mining Company, Limited	150,000	41	41	\$1,000,000 \$1,000,000 \$1,000,000	none	\$1 per share 1910 dividend	\$6 1/2 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	\$1,000,000 \$1,000,000 \$1,000,000	none	Final of Gold \$0.65 for 1909 in all G \$1.15	30/-
Docks, Wharves & Godowns.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$8,450	\$1.75 for year ending 31.12.06	\$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$264,847	\$2 1/2 for 1909	\$56 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$23,755	\$2 1/2 for half year ended 30.6. 1909	\$48 buyers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,750	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 6,261	Final of Tls. 3 1/2 making Tls. 6 1/2 in all for year 30.4. 1910	Tls. 72
Shanghai and Hongkew Wharf Company, Limited	85,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 9,222	Interim of Tls. 3 for 1910	Tls. 100
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 4,314	Tls. 6 for year ending 29.2.10	Tls. 97 sellers
Central Stores, Limited	50,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$24,041	\$2 for 1909	\$21 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$1,277	\$3 on old shares \$1 1/2 on new shares for half year ending 30.6.10	\$17 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$27,911	Interim of \$3 1/2 for 1910	\$37 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,471	45 cents for 1909	\$7 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$269	\$2 1/2 for 1909	\$33 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 61,969	Interim of Tls. 3 for 1910	Tls. 110 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$1,958	Interim of \$1.80 for 1910	\$90 sellers
<b>COTTON MILLS.</b>							
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	Tls. 95
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$9,551	50 cents for year ending 31.7.08	\$5 1/2 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 4,373	Tls. 7 1/2 for year ending 30.9.09	Tls. 51
Lao-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 4,829	Tls. 6 for 1909	Tls. 50 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 31,173	Tls. 3 1/2 for 1909	Tls. 50 sales
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000,000 \$1,000,000 \$1,000,000	\$648	15 % per share for 1909	\$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$1,000,000 \$1,000,000	Nil	60 cents for 1909	\$9
China Light and Power Company, Limited	50,000	\$5	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$50,241	60 cents for year ended 28.2.06	\$1 1/2 sellers
China United Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$2,602	80 cents for 1909	\$8 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000 \$1,000,000 \$1,000,000	\$1,893	\$1.20 for year ending 31.7.09	\$17 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$4,300	Interim of 15 cents per share for 1910	\$31 buyers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$670	14 per cent. viz. \$1.40 for 1909	\$12 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$17,798	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	\$10 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$5,166	Interim of \$1 per share for 1910	\$55 sellers
Hongkong Rive Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$5,176	Interim of \$1 per share for 1910	\$50 sellers
Manischewitz Ltd. (Mijn., Bosch. en Landbouw plaatje in Langkat, Limited)	25,000	Gs. 100	Gs. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 116,682	3rd interim dividend of Tls. 15 making in all Tls. 37 1/2 for 1910	Tls. 950
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	\$29 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	Pa. 18,640	None	\$29 sellers
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000		None	\$8
Shanghai-Sumat Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 5,250	No dividend this year	Tls. 12 1/2
Societe des Papiers et Papeteries du Tonkin	13,300 Benefit shares 1,300	50 Cannoy Mondial	25 Cannoy Mondial	\$1,000,000 \$1,000,000 \$1,000,000	none	First year	\$29 sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$31,006	None	\$200 Hongkong [Cannoy]
Steam Laundry Company, Limited	20,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$27,86	10 % for year ending 31st May 1910	\$35 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$11,956	60 cents for year ending 31.12.07	\$5 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$243	15 % per ordinary sh. for year ended 31.5.10	\$11 sellers
Watkins Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,941	35 cents for 1909	\$3 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$2,011	5 % for 1909	\$24 buyers
William Powell, Limited	15,000	\$7	\$7	\$1,000,000 \$1,000,000 \$1,000,000	\$763	None	

## Hotel.

## SKATING I SKATING II SKATING III

AT THE  
BELLE VIEW HOTEL,

SHAUKIWA ROAD,

Telephone No. 907.

Sessions 10 a.m. to 11 p.m.

Hours from 10 a.m. to 12 Noon and 2 p.m. to 4 p.m. are  
reserved for Ladies and Children only.

W. GALLAGHER,

Manager.

Hongkong, 17th October, 1910.

## Intimations



SIEMSEN &amp; CO., Sole Agents.

49

PEAK TRAMWAYS COMPANY  
LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m.	7.30 a.m. to 10.00 a.m. Every 10 minutes
10.00 a.m.	10.00 a.m. to 11.00 a.m. Every 15 minutes
11.30 a.m.	11.30 a.m. to 12.45 p.m. Every 15 minutes
12.45 p.m.	12.45 p.m. to 1.45 p.m. Every 15 minutes
1.45 p.m.	1.45 p.m. to 2.45 p.m. Every 15 minutes
2.45 p.m.	2.45 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m.	3.00 p.m. to 4.00 p.m. Every 15 minutes
4.00 p.m.	4.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m.	5.00 p.m. to 6.00 p.m. Every 15 minutes

## NIGHT CARS.

4.45 p.m.	and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.
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## SUNDAY.

8.00 a.m.	to 9.00 a.m. Every 15 minutes
9.00 a.m.	to 9.30 a.m. Every 30 minutes
9.30 a.m.	to 10.30 a.m. Every 15 minutes
10.30 a.m.	to 11.00 a.m. Every 10 minutes
11.00 a.m.	to 12.00 noon Every 15 minutes
12.00 noon	to 1.00 p.m. Every 15 minutes
1.00 p.m.	to 2.00 p.m. Every 15 minutes
2.00 p.m.	to 3.00 p.m. Every 15 minutes
3.00 p.m.	to 4.00 p.m. Every 15 minutes
4.00 p.m.	to 5.00 p.m. Every 15 minutes

## MIGHT CARS as on Week Days.

## SATURDAY.

Extra cars at 9.15 p.m., 11.30 p.m. and  
11.45 p.m.SPECIAL CARS by Arrangement at the  
Company's Office, ALEXANDRA BUILDING,  
Des Voeux Road Central.JOHN D. HUMPHREYS & SON,  
General Managers.

Wednesday, 2nd April, 1910.

## SAVE YOUR HEALTH

In drinking the cheapest and most

agreeable Table Mineral Water

## "COUZAN GATIER"

approved by the French Faculty

of Medicine.

Large Bottles ..... \$0.30

Dozen ..... 3.25

Case 50 Bottles ..... 11.50

"60 3's" ..... 13.20

## SOLE AGENTS:

## "FRENCH STORE."

Hongkong, 18th July, 1910.

## FURNITURE WAREHOUSE.

## LI KWONG LOONG &amp; CO.

GABINET-MAKERS AND ART DECORATORS,  
from Shanghai, has opened their  
FURNITURE STOREat  
No. 25, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name

## WHERE HIGH-CLASS FURNITURE

of every description can be made to  
order in any design required.Have been patronized by the Hongkong  
Club, Hongkong Hotel, Telegraph Co.,  
Messrs. A. S. Watson & Co., and other  
leading Establishments in the Colony, to  
whose assistance can be made as to the  
Superior Workmanship and Materials of the  
Furniture, etc., supplied.Messrs. A. S. Watson & Co., Ltd. write as  
follows:—"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the American  
in our Dispensary and gave us every satis-  
faction." (Sd.) A. S. WATSON & CO.

1910 MAY 1910

ORDERS promptly attended to, and  
SHARPNESS and

OF THE FURNITURE

FURNITURE

## JUST RECEIVED AND FOR SALE

## THE COMING SEASON'S NOVELTIES

FROM

## RAPHAEL TUCK &amp; SONS.

## LARGE SELECTION OF

## XMAS CARDS

Picture Postcards, Postcards,  
Painting Books, Birthday Books,  
Tuck's Annual, Walking Animals, Mechan-  
ical Toys, Marionettes, Rocking Animals, &c.